

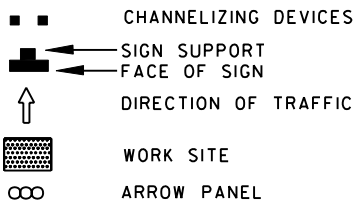
TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION **PLACEMENT OF REGULATORY SPEED SIGNS** **PROJECT GREATER THAN 2 MONTHS IN DURATION**

NOTES:

THE PLACEMENT OF THE REGULATORY SPEED SIGNS VARIES AS DIRECTED BY THE ENGINEER.

* ADDITIONAL SPEED LIMIT SIGNS MAY BE REQUIRED AND SPACED AT ABOUT 1000 FT AND 1/2 MILE FOR LOW AND HIGH SPEED ROADWAYS RESPECTIVELY, AS DIRECTED BY THE ENGINEER.

KEY:



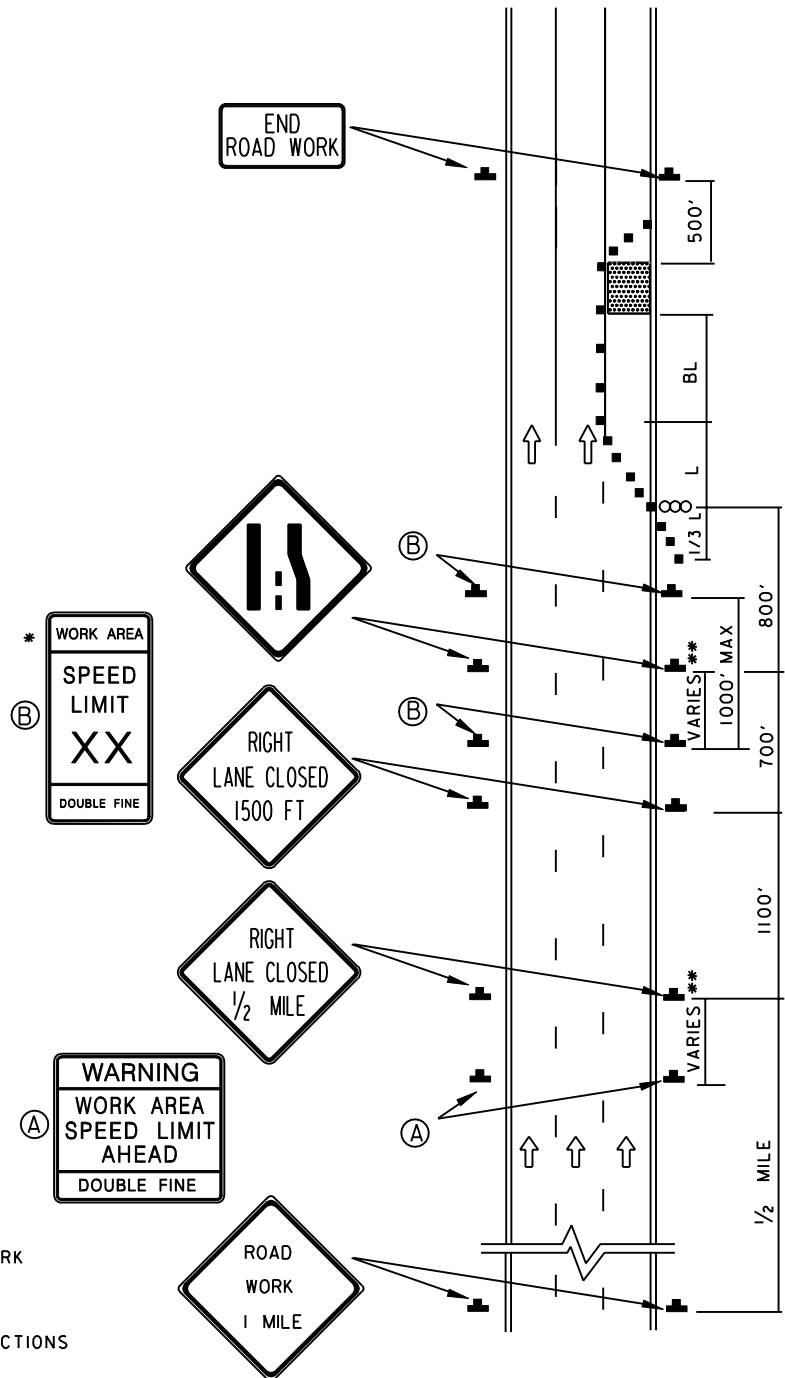
NOTE:



A MEMORANDUM OF ACTION (MOA) FOR TEMPORARY SPEED LIMIT REDUCTIONS IN WORK ZONES MUST BE IN EFFECT OR REGULATORY SIGNS ERECTED WITHIN THE WORK ZONE ARE NOT ENFORCEABLE. IN ORDER TO OBTAIN AN MOA FOR A TEMPORARY SPEED LIMIT REDUCTION WITHIN A WORK ZONE, THE FOLLOWING MUST BE COMPLETED:

- A TRAFFIC ENGINEERING STUDY THAT ANALYZES TRAFFIC CONDITIONS DURING CONSTRUCTION.
- A DETERMINATION OF THE CONDITIONS THAT NECESSITATE THE REDUCED SPEED LIMIT.
- A RECOMMENDATION OF THE APPROPRIATE SPEED LIMIT, BASED ON TRAFFIC CONDITIONS.
- A STATEMENT OF THE EXTENT OF THE WORK ZONE WHERE THE TEMPORARY SPEED LIMIT REDUCTION IS TO BE ENFORCED.

THE MOA FOR TEMPORARY SPEED LIMIT REDUCTIONS IS CONSIDERED "IN EFFECT" UPON APPROVAL OF THE DISTRICT ENGINEER.

** MAINTAIN MINIMUM 300' SPACING BETWEEN SIGNS



SPECIFICATION	CATEGORY CODE ITEMS	
APPROVED	 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY	
	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
	APPROVAL 8-20-03	APPROVAL 9-23-03
	REVISED	REVISED
	REVISED	REVISED

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
 STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
REGULATORY SPEED SIGNS

STANDARD NO.

MD 104.01-07